

giving the yachts a broad reach with the wind well ast, the second leg north by east, half east, toward the Rockaway shore, and the third leg, the run home, west by south. The wind at the start had moderated considerably and was only blowing about as much as an "A" breeze. The start was a remarkably fine one.

At 11:04 both yachts were standing along shore, now and then getting into calm spots. About 11:10 the British challenger, Valkyrie, with her mainsail, club foresail, jib and baby jib, topped ruling nicely.

Defender and Vigilant at the start both carried mainsails, club topsails, staysails and bottom sails. The American boats had far before both of them took in their balloon jibs.

Valkyrie, at 10:28, took in her baby jib topsail preparatory to setting her balloon jib.

The wind did not blow more than four miles an hour, and in the far the help Defender received from her immense balloon jib, Vigilant, having a little the best of the wind, seemed to be holding her own for a while.

At 11:42 a.m. the wind had become so light that Defender had practically lost steerage way in the calm spots which she had picked up. Vigilant, on the other hand, seemed to hold a better position and was crawling up on her slightly.

At 11:45 she was coming after the competing boats, carrying a good breeze with her.

Valkyrie Gaining.
Apparently the influence of a better breeze on Valkyrie at 11:45 began to rapidly overhaul the American boats, and it began to look as if she was "out for a scrap," as she was only two miles behind and was heading directly for them.

By this time Vigilant had almost caught Defender. Both the American boats had picked up a little wind, and were standing along with the sails fairly filled.

Valkyrie's jib seemed to be doing very good. She broke out her baby jib, and at 11:45 she was coming after the competing boats, carrying a good breeze with her.

Both Americans Almost Beaten.
At noon the American yachts were almost becalmed, and Valkyrie had pulled up to the wind about a mile. The British boat seemed to be having by far the worst of the weather. She was absolutely becalmed, and had drifted around until her head was pointing seaward.

Valkyrie had made a great run from the lightship down to the Highgate quarter, but to comparison in the way of speed could be made, as she carried the wind with her all the way down to the sails of the British boat set perfectly.

The race at 12:10 p.m. developed into nothing more than a driving match, and the British boat was only a few minutes ahead of the American boats. At 12:15 p.m. the British boat was only a few minutes ahead of the American boats.

At 12:32 p.m. Valkyrie gybed around, having come within half a mile of the racers, and started back to the lightship. Valkyrie at 12:45 p.m. had caught the breeze again. She was over a mile from the yachts, standing over toward the lightship.

There were indications that a westerly wind cropping out from the shore would reach the racers in the course of the day. The British boat and Vigilant were still backing the flood tide, with only light airs to help them.

At 1:00 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 1:15 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 1:30 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 1:45 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 2:00 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 2:15 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 2:30 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 2:45 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 3:00 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 3:15 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 3:30 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 3:45 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 4:00 p.m. the British boat was still backing the flood tide, with only light airs to help them.

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At 4:30 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 4:45 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 5:00 p.m. the British boat was still backing the flood tide, with only light airs to help them.

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At 5:45 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 6:00 p.m. the British boat was still backing the flood tide, with only light airs to help them.

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At 6:30 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 6:45 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 7:00 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 7:15 p.m. the British boat was still backing the flood tide, with only light airs to help them.

At 7:30 p.m. the British boat was still backing the flood tide, with only light airs to help them.

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LATE NEWS BY WIRE

Maryland Democratic State Committee in Session.

PROMINENT POLITICIANS CONFERRING

Mr. Hurst Expresses Confidence in the Result.

REPUBLICAN ASSERTIONS

Special Dispatch to The Evening Star.

BALTIMORE, Md., August 29.—The democratic state committee met at the Carrollton Hotel at noon today, and a large number of prominent politicians from all sections of the state were present for the meeting. About 100 delegates were in attendance, and the meeting was one of some activity, but in point of attendance did not exceed the throng attracted by the convention last month. It was the original intention of Chairman Talbot to call the meeting a week from today, but the signs of discontent among the anti-Gorman members of the party and the general lack of enthusiasm over the situation induced him to change the date for today.

Mr. John E. Hurst, the nominee for governor, and Charles Crothers, for attorney general, attended the meeting of the committee today, and were generally assured that they would be triumphantly elected.

November 1, the date of the election, was the subject of the success of the ticket, which, he said, he confidently expected to see win the election, and he declared himself to be not in the least alarmed at the indications of a large democratic vote for Lowndes.

Senator Gibson and many other county officers were present, and the committee today, and were generally assured that they would be triumphantly elected.

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HAS AN EVENTFUL HISTORY.

The Steamer Bawnmoor, Which Has Been Wrecked.

SAN FRANCISCO, August 29.—The steamer Bawnmoor, which was wrecked yesterday near Astoria, Oregon, left San Francisco two weeks ago with a tremendous dock load. It was generally stated on the water front that with such a heavy weight so far from her keel she could not be safely handled in a storm. She went to Portland with oil, after which she went to Comox for coal.

Capt. Alexander Woodside said the day before starting north that the deck load on his vessel would not bother him in the least, as he could put six hundred tons of water ballast into tanks in her hold if it was necessary to steady the Bawnmoor.

The Bawnmoor has had a sensational history since she came to this country. The steamer was built in 1889 at Dumbarton, Scotland, and was originally built for the Liverpool and the River Plate. She came to the Pacific coast under charter to carry coal for John Rosefield & Sons, and was owned by the British Columbia authorities.

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STILL UNDECEASED

The Garbage Contractor Gets a Postponement.

HEARING BEFORE THE COMMISSIONERS

The Contractor's Protest Against the Smith Furnace.

SOME LIVELY REMARKS

While the garbage hearing before the Commissioners today was interesting, the big tangle was not straightened out, and the problem is as far from solution as it ever was. The successful bidder, however, gained time, and has agreed to appear next Tuesday noon before the board and state what he will do. Briefly, that is all the hearing amounted to. The contractor had time to further consider, and he got what he wanted.

The meeting was called for 10 o'clock, but the Commissioners were a little late, and it was not until 10:45 o'clock that the contending forces got together. Owing to the unsettled condition of affairs, the disappointed garbage bidders were present in large numbers, and their numbers were augmented by the representatives of several garbage disposal systems.

Some Preliminary Statements.
Before the hearing began there was a good deal of discussion in the board room among the men with systems and the contractor. Mr. Edwin Warfield, while not the proposed contractor of record, but whose interest in the matter is more than that of a bystander, was present. He was a representative of the Dixon system that he was willing and ready to put in his system, if the Commissioners would specify that system in the contract. This was a matter of some importance to the interested bystander which was in effect that if the Commissioners could be caught in any such trap he was greatly interested. No name Commissioner, he said, would specify in a contract a particular system, for if upon a fair trial it proved defective, or if the other bidder was more properly managed, the contractor would point to the Commissioners and say the system was theirs, and they were responsible for its success.

A representative of the Columbia Supply Company made the statement that his company had been awarded the contract in the first place. As it was, however, was still ready to undertake the work. It would erect an Engel crematory, and guarantee its use. The company would put in a contract for a specific method of disposal, and take it down if not entirely satisfactory.

The Hearing Opened.
The meeting was called to order at 10:45 o'clock. For a short time the three Commissioners conferred together. Commissioners Truesdell and Powell were explaining the status of the case and briefly reviewed the proceedings. Mr. Warfield, attorney for the Dixon and the health officer were sent for, and then the hearing proceeded.

Mr. E. Davis, counsel for Mr. Warfield, opened the discussion. He reiterated for the benefit of Commissioner Ross, who was absent at the last hearing, the points that he had made at the last hearing. He stated that the Dixon system was the one that he was willing and ready to put in his system, if the Commissioners would specify that system in the contract. This was a matter of some importance to the interested bystander which was in effect that if the Commissioners could be caught in any such trap he was greatly interested. No name Commissioner, he said, would specify in a contract a particular system, for if upon a fair trial it proved defective, or if the other bidder was more properly managed, the contractor would point to the Commissioners and say the system was theirs, and they were responsible for its success.

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